

"We blow up to the drinks and then took us to show. Finally he said: 'You chase are waiting for me to get into any automobile and drive it away. There's \$100 in it for you each time you deliver a car to my garage in Lakewood.'"

SAID GARGIERE WOULD POINT OUT THE GARS.

Baldy said he and the other allowed themselves to be persuaded, and beginning in February of last year they took to riding up and down in the trolley cars accompanied by Gargiere. When the latter saw a car he liked he would point it out to them, said Baldy, and then one of them would steal it, drive it to the garage and cross to Jersey, where Gargiere would meet them in a taxi-cab and escort them to his place in Lakewood. There the money would be paid over at once and the thieves would return to New York for another car.

On the strength of Baldy's confession detectives sought Travis and Chandler. They found the former at Forty-fifth street and Sixth avenue last night and got Chandler in his home to-day. According to Inspector Parrot they corroborated Baldy's confession in every detail and added stories of several more thefts committed after Baldy left the gang last fall to return to his regular work of burglary.

MAIL STRIKERS TOLD TO "LAY OUT SCABS AND USE STRETCHERS"

"Little Julius" Badge Failed to Protect Loyal Driver During Strike.

"Little Julius" Harbinger's special deputy sheriff's badge, fire, stones, gunshots, and various other instruments of protection and assault entered in the evidence on the fifth day of the trial of the fifteen mail chauffeurs charged with obstructing the mails before Judge Killite in the United States District Court to-day.

"Bring 'em in on a stretcher," John Killite, an on-looker, testified he was instructed when appointed "father" during the strike.

Samuel Weitzman, a strikebreaker, said he was knocked down and killed by the mail by George F. McGrath, one of the chauffeurs, because he was a "scab."

FALSE MURDER REPORT ALARMS SIXTH AVENUE

Detectives, Police and Ambulance Answer Message That Man and Woman Were Shot.

Some one called up Police Headquarters on the telephone just before 4 o'clock this afternoon and in an excited voice said:

"Send an ambulance to No. 634 Sixth avenue in a hurry. A man and a woman have been shot there."

Before the operator could ask for more details the man at the other end of the phone hung up.

Policeman McGuire, Meyer and Anderson, with Detective Young, were started on the run for the sixth avenue address and an ambulance called from the New York Hospital.

They required over an hour in the investigation, but finally they decided that they had been misled. Detectives are trying to find out who telephoned the false alarm.

ADAMSON NAMES BOARD.

By Appointment Members of the Newly Created Board of Standards.

Fire Commissioner Robert Adamson appointed to-day as members of the newly created Board of Standards of the Fire Department the following officials of the department: Fire Chief Keaton, Deputy Fire Commissioners Weeks and Lamberton, and Acting Deputy Chief Forester. The Board of Standards is in effect a court of appeal to which orders issued by the Bureau of Fire Prevention may be appealed by property owners. The board will be composed of five members, three of whom will be appointed by the Fire Department and two by the Board of Fire Prevention. The board will be in charge of the work of the Fire Department.

JEWELRY STORE ROBBED.

Robbers Steal \$100,000 Worth of Jewels from Store.

The jewelry store of F. B. Young at No. 10 West Thirty-fourth street, was robbed by burglars last night and it is estimated, \$100,000 worth of jewelry was taken from the store.

Next door to a haberdashery store and above it a restaurant which does at 1.30 o'clock.

Robbers got into the restaurant, passed a hall through the floor and let themselves down into the haberdashery store, then moved into the jewelry store.

A number of men in the store did not see the robbers.

SEVEN KILLED IN PRISON DASH FOR FREEDOM

Three Convicts Slay Four in Warden's Office While Holding Girl as a Shield.

ARE SHOT THEMSELVES.

Ex-Congressman Thomas Is Among Victims in Oklahoma State Penitentiary Mutiny.

M'ALESTER, Okla., Jan. 20.—The State Penitentiary is quiet to-day after the inchoate mutiny in which seven men were killed and two men and a woman wounded late yesterday. An official investigation is being made in an effort to find out how the three convicts who murdered four before they were themselves killed obtained their revolvers.

THE DEAD.

THOMAS, JOHN R., of Muskogee, formerly United States District Judge and for ten years Congressman from Illinois.

GROVER, H. H., Superintendent of Penitentiary department of the prison.

OATES, PATRICK, Assistant Deputy Warden.

GODFREY, F. C., guard.

REED, "CHINA", under sentence of two years for larceny.

LAKE, TOM, under five years' sentence for forgery.

KROONTS, CHARLES, serving forty years for manslaughter.

THE WOUNDED.

MARTIN, JOHN, turnkey, shot in chest.

WOOD, C. L., guard, shot through arm.

FOSTER, MISS MARY, stenographer, shot in leg.

FORCED TURNKEY TO GIVE UP KEYS.

Flourishing revolvers, the three convicts demanded the keys. Turnkey Martin handed them over and ran toward the Warden's room.

The three convicts pressed through the office of Parole Clerk Rice and from there into the office of Warden Thomas. In the office were Judge Thomas, who was talking to a prisoner; Guard Godfrey, Parole Clerk Rice and Miss Foster, the Warden's stenographer. Godfrey, the guard, jumped for Lane, one of the convicts, and Kroonts shot him through the head, killing him instantly.

Grasping Miss Foster and Rice, the three convicts huddled behind them and started toward the entrance of the prison. No arms are kept in the office, but Martin, the turnkey, had by this time secured a rifle from the outside, and given it to the deputy warden.

Oates met the convicts with their human barricade as they left the Warden's office. Kroonts had lingered to search for money in the office. Oates wounded him and tried to head off the other two, when Kroonts shot him through the head, killing him instantly. Kroonts then turned and shot Judge Thomas, who had been following along talking to them.

Lane and Reed had been firing at random into the open space inside the prison entrance. One bullet went through an open door and struck Dr. Foster as he ran from his desk in the Jailor's room, passing through his heart.

GUARDS FEARED TO SHOOT ON ACCOUNT OF GIRL.

In the doorway before the prison was a horse and buggy. Lane and Reed lifted Rice and the girl up and then dragged the wounded Kroonts in with them. Miss Foster struggled desperately, and at one time was seen to get possession of a revolver from the wounded Kroonts. The convicts evidently did not kill her because they realized she was their best protection. Rifles were glancing all about them as they drove down the farm road west of the prison.

George Ritchie, a crack shot and keeper of the bloodhounds got behind his horse and began firing. His first shot got Lane in the head, and Lane fell dead on "China" Reed, who had been holding Rice. Reed rose to fire and was killed by a shot through the head.

Guards ran up from every direction. Miss Foster, who had not for a moment lost her pluck, was struggling with the wounded Kroonts, who was straying about the girl in the leg and she fell to the bottom of the buggy. With her out of the way it was easy to kill Kroonts with the next volley. Martin had been shot in the chest as he stood by Oates, but he was not seriously hurt.

Two New Auto Bills at Albany.

ALBANY, Jan. 20.—Two measures intended to modify the automobile laws were introduced by Assemblyman Conkling to-day. One would divide automobiles into two classes, equally between State and counties, the part going to the counties to be used for road repairs.

The other would require chauffeurs to be twenty-one years of age before they can be licensed. Under the present law sixteen years is the minimum age.

STREET CARS GOING TO BE STOPPED.

The street cars going to be stopped by the new law are the ones that are not equipped with the new safety device.

The new law will be in effect in the city of New York.

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WHOLE CITY TIED UP ON "L" AND SUBWAY; HUNDREDS IN PANIC

Two Widely Separated Accidents Demoralize Traffic on East and West Sides at the Same Time in Busiest Hours of Day.

(Continued from First Page.)

crazed passengers to the street. Only one passenger was hurt in the least. George Holman, a clerk, of No. 65 East Eighty-seventh street, had his finger jammed in the gate of a platform from which he was being lifted. He was attended by Dr. Richardson of St. Gregory's Hospital.

Meantime the passengers on a train bound into City Hall, which had stopped opposite the burning car when the short circuit occurred, were thrown into a panic. Those on the side nearest the outbreak of sparks first threw themselves into the arms of the passengers on the other side of the crowded cars and then all together rushed to the ends of the train.

President Theodore P. Shonts of the Interborough took personal charge of the work of the wrecking crew in getting the truck back under the car and repairing the track and third rail. When the power was turned on at

lamps for each car—were got in operation.

BIG PASSENGER LEADS THE OTHERS FROM TRAIN.

In a Broadway local train, which was halted between the Columbus Circle and Fifth street station, the passengers sat for an hour and ten minutes, hoping each instant that the cars would move. At last a big man, whose impatience had been growing, rose and exclaimed: "If you'll follow me, I'll get us all out of here."

There was a rush to fall in behind him and he led the way through the cars. Guards tried to stem the tide by slamming the doors between the cars, but they were thrown aside, one of them landing against a side door with such force that his arms smashed through the glass.

The crowd reached the front car, where they forced open the door despite the objections of the motorman and let themselves down onto the tracks, over which they walked for about four blocks to the Fifth street station. Hundreds reached the street in this way, and in the tunnel under Central Park so many trains were stalled that they were run together, and passengers walked through the cars and over the roofs of the lower end of the city.

THOUSANDS TRAPPED IN STALLED SUBWAY TRAINS.

The derailing of the car at Ninety-sixth street held up the entire subway system. Dozens of trains were stalled between stations and thousands of passengers found themselves trapped in the trains, out of reach even of stations at which they might ascend to the street.

The tie-up lasted for more than an hour and in that time New York's transit system stood motionless. Every other means of reaching the downtown district was taxed to capacity. The Sixth and Ninth avenue elevated lines carried thousands. The second avenue line and all the surface lines were utilized by others, but in the midst of the confusion the Third avenue elevated line was halted by a fire which stopped the movement of all trains.

It was the worst accident in New York's transit facilities which the city had ever experienced. It began at 4.35 o'clock, when every train bound downtown was jammed to the doors with men and women workers, many of them already a little late for their work. It lasted until the usual rush hour had passed.

At 10.05 o'clock the express tracks were opened so that trains could run from the Bronx all the way south through the system. It was several hours before the local tracks were cleared so that operation could be resumed on regular schedule.

One car of the southbound Lenox avenue local train caused all the trouble. The Lenox avenue train and those of the Bronx Division of the subway, after passing through the tunnel under the northern end of Central Park, ascend to the level of the Broadway tracks, just north of the Ninety-sixth street station and there are switched onto the local and express tracks bound downtown.

The Lenox avenue train six-car train—had passed partly over the switch when one of the trucks of the third car struck a frog with such force that the axle was broken. The trouble became jammed between the regular rails and the third rail at their side and there was a display of fireworks. Blue flames shot about the car, which came to a sudden halt, and when these subsided with the automatic shutting off of power the train was left in darkness jammed in such a way that there was no hope of moving it without a wrecking crew.

One was sent for immediately, but the workmen saw at a glance that there was many minutes' work ahead of them. The order was telephoned quickly to every station to stop selling tickets.

Meantime dozens of trains were creeping up on the stalled train only to be halted in various blocks as the train ahead was brought to a stop. Presently thousands of persons were stuck between stations, while at stations to which the "two tier" order had not been transmitted thousands more were crowding the platforms looking for trains.

POWER CUT OFF DOWN TO FIFTIETH STREET.

All power was shut off the local tracks between Ninety-sixth and Fifty-sixth streets so that the wrecking crew could work on the stalled train.

and thus other trains south of the point of accident were stalled.

For a time passengers sat quietly waiting for the trains to move, but as the minutes passed men and women saw themselves becoming later and later for their work, demanded that the doors be opened and they be allowed to walk the tracks to the nearest station. Hundreds reached the street in this way, and in the tunnel under Central Park so many trains were stalled that they were run together, and passengers walked through the cars and over the roofs of the lower end of the city.

OTHER LINES OVERCROWDED IN RUSH TO GET DOWN TOWN.

It availed them little to reach the street. Every cross-town and south-bound surface line and west side elevated was packed to capacity. Trains pulled out of all the stations jammed to the doors with passengers, and for another person to squeeze inside the gates, and still the crowd gathered at the stations. Extra cars were put on to accommodate the unusual rush, but at 5.30 o'clock, more than half an hour after they should already have been downtown, thousands were striving to find some means of reaching the lower end of the city.

In the Bronx the congestion was especially severe. At One Hundred and Forty-ninth street, a transfer point, so many persons assembled that the reserves were called from the Alexander avenue station to prevent a rush for the station, a subsequent panic and the injury of many.

Supt. J. L. Merritt sent for, every wrecking crew within reach and presently 500 men were working at top speed to clear the tracks at Ninety-sixth street. Because power had been shut off at once the crews could not reach the wreck by other means and they came from all the emergency stations in street cars, wagons, and as a pyrotechnical display of blue sparks and flame. Many women fainted and others rushed for the doors. The front end of the train was in the station and men and women tried through the dark cars striving to gain an exit which would lead them out onto the platform.

Miss Olga Rudwell of No. 105 West Ninety-third street took charge of several women when they reached the platform, half fainting, and assisted them to the street and to safe places. She escorted several downtown women who were too hysterical to travel alone.

Shortly before 10 o'clock the south-bound express track was cleared south of Ninety-sixth street, so that northbound trains were run as far as Ninety-sixth street, switched onto the local tracks and sent back downtown on the express tracks. Thousands used these trains, entering them from the express stations, but the local service was still tied up, and the express stations could be reached only from the street.

There was excitement in all the stalled trains for the lights went out as soon as the power was shut off, and it was ten minutes or more before the emergency lights—two small

hanging up her hat and coat, but did not return Miss Young's nod of welcome. The tap of the bell summoning the classes to assembly sounded and with the others she rose and walked to the head of her aisle and formed ranks.

Half of the class had marched into the hall. Alma was just crossing the threshold when she screamed, stepped out of line and throwing away the cork of the bottle, raised it to her lips. Two quick witted little girls leaped at her and caught her arm and held it away from her mouth.

Miss Young, at the rear of the class, ran forward, took the girl in her arms and dragged her to the hospital room of the school, sending a pupil messenger scurrying to Mr. Young. The rest of the class of forty—EB, it is called—ran about the hall screaming and gasping.

Mr. Young sent word to all teachers to return their classes to the classrooms. He sent a boy out for eggs and forced the whites of two or three down Alma's throat. Another messenger went to the office of Dr. William Cohen at No. 728 Union avenue. Dr. Cohen jumped into an automobile and hurried to the school.

He was joined by Dr. Weinberg from Lebanon Hospital. They found that Alma had swallowed but a teaspoonful at most of the poison and was in no danger. Magistrate Appleton, before whom she was taken by Policeman Foley, persuaded the little girl to tell him that she had not really meant to kill herself, or at least did not realize what she was doing, and sent her home promising to be a good girl.

CHILDREN'S PET MONKEY, BALDY, IS DEAD IN ZOO

Keepers Say He Was Most Human and Intelligent Animal They Ever Saw.

Baldy, the chief primate of the New York Zoological Park in the Bronx, died of tuberculosis. When he passed away at noon to-day, Mrs. Susy Baldy, Assistant Curator Dittmars and thousands of children and lovers of children entered on a season of mourning. Baldy died at the advanced age of ten years, but in his span of life he had shown such intelligence and affection, according to Curator Dittmars and his especial guardian, Frank Engelholm.

He spoke of him as the nearest to human of any monkey in captivity—not excepting Monk Eastman, recently sequestered in the State zoo at Sing Sing.

Baldy, who belonged to the Chimpanzee tribe of the Monkey Nation, was kidnapped by almost human hunters at the mouth of the Luall (NOT Woola-la River), in the Portuguese Congo country in 1907, and sold into slavery to the New York Zoological Park.

He liked slavery. It raised his standing in society. He put himself under the polite tutelage of Dr. Dittmars and Keeper Engelholm and within a few weeks he discarded the flimsy of his native jungle and put on a suit of the keeper's clothes he stole from Engelholm's locker. It was a bad fit and Mr. Dittmars had a suit fitted to him which Baldy has always worn out of doors.

He was a good natured and well-mannered that he was allowed to accompany Engelholm on tours of the park, shaking hands and doffing his cap jerkily whenever he met a child not afraid of him.

Baldy, with the assistance of his tutors, organized an afternoon tea at which from six to seven monkey guests were served by him with bananas—sliced by Baldy—and cream-poured by Baldy at exactly 2 o'clock every afternoon in pleasant weather. It was at one of these teas that he met and fell in love with Miss Susy, who is now his widow.

After watching Mr. Dittmars go through the pantomime of buying a pair of shoes several times, Baldy took a ride in Mr. Dittmars's automobile to a Bronx shoe store, sat down, put his foot on a rest and was fitted with a pair of small boy's shoes, which he always put on and laced himself therewith, when he arose from bed for the day.

Lately Baldy has been cross and quarrelsome and has been kept shut up. It was not until a few days ago that his family physician, Dr. W. Reed Blair, the park veterinarian, discovered that he was dying of tuberculosis.

"Poor Baldy!" said Mr. Dittmars to-day. "Don't ask me to fix his price in dollars. I feel as though I had lost a brother."

BRUERE NAMES HIS DEPUTY.

George L. Bergen, Unknown to Politics, Appointed by Chamberlain.

City Chamberlain Henry Bruere announced this afternoon the appointment of George L. Bergen as Deputy City Chamberlain. The salary is \$5,000 a year. Mr. Bergen succeeds Henry Walsh, who has been temporarily transferred to the auditing department of the Board of Finance. It is understood that he is to be chief of the warrant clerks.

"Who is George L. Bergen?" was asked about the City Hall when it became known that Mayor Mitchell had sworn in the new Deputy City Chamberlain.

The answer is that Mr. Bergen is an accountant with an office at 215 Beaver street. His home is at 215 Glasgow avenue, the Bronx.

TWO DIE IN FLAMES.

Husband and Wife Burned to Death When Home Is Destroyed.

TUCKERTON, N. J., Jan. 20.—Fire to-day destroyed the large three-story residence of Nicholas Shepard on Green street. Both Mr. and Mrs. Shepard were burned to death. The dwelling was a mile from the center of the village and by the time the fire department got there the building was almost destroyed.

The bodies of the couple have been discovered.

DIED.

COX.—On Jan. 17, FLORENCE COX, beloved wife of Benjamin William Cox, of the 1413 Broadway.

Funeral from her residence, 1287 West 107th street, at 2 o'clock Wednesday 6.15 A. M. to St. Anthony's Church, Sullivan st., New York, where a Mass will be celebrated at 10.30 A. M.

CURRY.—On Jan. 18, 1914, JAMES J. CURRY, at his residence, No. 11 Cliff st., Fort Wadsworth, L. I.

Funeral Wednesday, 10 A. M.

HELP WANTED—MALE.

CANVASSERS for Brooklyn: a real opportunity to make big money. High salary and high grade position. Apply to: J. H. Wadsworth, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 147